TSAC- Public Meeting Agenda – Wednesday, September 29, 2004 -- Room 2415

0800	**Introduction & Welcome** • Chair's Remarks	Mr. Parker
0810	Sponsor's Remarks	RADM Gilmour
0820	Executive Director's Remarks	Mr. Miante
0830	**Existing Business/Reports**	
	1. Acceptance of Minutes	Mr. Parker
	2. Designated Examiner Record-keeping	Ms. Carpenter
	3. Maritime Security (Ammonium Nitrate)	Ms. Carpenter /Ms. Wilson
	4. Towing Vessel Regulatory Review (Travel Time)	Mr. Muñoz
	5. Commercial/Recreational Boating Interface	Ms. Hammond/Mr. Maurice
	6. Mariner Deaths during Nighttime Barge Operations	Mr. Maurice/Mr. Zeringue
	7. STCW Implementation for Towing Vessels	Ms. Goncalves/Ms. Carpenter
0945	**Break**	
1015	**New Business/Draft Task Statements**	Mr. Parker
	• Towing Vessel Inspection • Towing Vessel Horsepower	Mr. Parker/Mr. Kuhaneck Mr. Block
1100	**Presentations**	
	• Crew Endurance Management (20)	Mr. Abernathy
	• Photo-luminescent Products for Boating Safety (15)	Mr. Richard
	• Oversize/Overloaded Tows//Pilot Stress (20)	Mr. Block/Mr Beacom
	• Pilothouse Visibility (10)	Mr. Block/Mr. Whitehurst
	• Towing Vessel Horsepower Reporting (10)	Mr. Block
	• Lifesaving Equipment for Towing Vessels (15)	Mr. Brudnicki
1230	**Public Comment**	All
	Summary of TSAC Action Items	Ms. Carpenter
	Schedule Next Meeting Date	Mr. Parker
	* *Tentatively* at USCG HQ March 15/16, 2005	
1300	**Adjourn**	

ENCLOSURE(1)

TSAC - Working Group Meeting Agenda

Tuesday, September 28, 2004 (Begin in Room 2415)

0830	**Arrival**	
0900	**Introduction & Welcome** • Review of Meeting Schedule and Objectives • Discussion of Working Groups' Taskings and Status	Mr. Parker
0920	**Working Group Meetings**	All
	• Increasing Maritime Security (Ammonium Nitrate)	Ms. Carpenter
	• Towing Vessel Regulatory Review (Travel Time)	Mr. Muñoz
	• STCW Implementation	Mr. Daley/Ms. Goncalves
1130	**Lunch**	All
1230	**Resume Working Group Meetings** • Film re: Port Isabel Bridge Allision	All
1430	Working Group Preliminary Reports	WG Chairs
1530	**Adjourn**	

Links to the G-M Business and Capability Strategies for FY2002-2006 and FY2003-2007, and the FY 2001 Performance Data, as well as other G-M information, are now available on the following G-MRP web site:

http://cgweb.comdt.uscg.mil/g-mr/mr-p/mrp-1g-mplan.htm

ENCLOSURE(2)

DRAFT

September 28, 2004

MEMORANDUM

TO: Towing Safety Advisory Committee

FROM: Jennifer Carpenter

RE: Report of the Licensing Implementation Working Group on TSAC Task #04-01 (Recordkeeping for Designated Examiners)

At its March 2004 meeting, TSAC unanimously accepted Task #04-01 (Recordkeeping for Designated Examiners). TSAC asked the Licensing Implementation Working Group to conduct this work and submit a report for committee review at the fall 2004 TSAC meeting.

The working group was asked to:

1) Consider the benefits and disadvantages of requiring Coast Guard-approved Designated Examiners (DEs) to maintain records of their assessment of towing vessel license candidates;

2) Make recommendations on the scope of records to be maintained, including the type of records to be kept, how long records should be maintained, and whether records should be submitted to the Coast Guard; and,

3) Submit a report to the Coast Guard outlining findings and recommendations.

The working group met July 28, 2004, at the Coast Guard's National Maritime Center in Arlington, Virginia. Participants included:

Jennifer Carpenter, The American Waterways Operators (Chair)
CAPT Ernie Fink, Commanding Officer, National Maritime Center
John Bobb, National Maritime Center
Dan Fitzgerald, G-MOC
Luke Harden, G-MSO
Joe Kelly, Hannah Marine Corporation
Roy Murphy, Kirby Corporation
Jeff Parker, Allied Transportation Corporation
David Reed, Crounse Corporation
Tom Smith, Canal Barge Company

ENCLOSURE(3)

This memorandum constitutes the working group's final report.

Discussion

The working group began by considering the potential benefits and disadvantages of requiring Designated Examiners to maintain records of the assessments they conduct. The group considered these issues from the perspective of the DE, the mariner being assessed, the company employing the DE,[1] and the Coast Guard. Potential **benefits** identified by the group included the following. Where applicable, the benefiting party is noted in parentheses.

- Backup in case of lost Towing Officer Assessment Record (TOAR) *(mariner)*
- Demonstration of ongoing DE experience in conducting assessments/professional development *(DE, company)*
- Defense to liability *(company)*
- Verification/oversight mechanism *(Coast Guard)*
- Consistency with requirements for documenting training at approved schools

The working group identified the following potential disadvantages to requiring DEs to maintain documentation of the assessments they conduct. Where applicable, the disadvantaged party is noted in parentheses.

- Added cost *(DE, company, Coast Guard)*
- Lack of recordkeeping experience on part of many DEs *(DE)*
- Administrative burden/volume of records required *(DE, company, Coast Guard)*
- Limited benefit once individual has received license – what does record add that license doesn't?
- Inconsistency with documentation requirements for service letter

The working group considered these potential benefits and disadvantages and agreed on the following salient points:

1) Mariners must be expected to take responsibility for safekeeping of their TOAR, given that their livelihood depends on it. Requiring DE documentation in order to provide backup in the event of a lost TOAR would inappropriately shift this responsibility to the DE or company.
2) Companies employing apprentice mates/steersmen make a substantial investment in the professional development of those individuals. Companies can be expected to work with a mariner to recreate a lost record if a TOAR is lost due to extraordinary circumstances such as vessel fire, sinking, etc.
3) The Coast Guard Officer in Charge-Marine Inspection (in practice, the Regional Examination Center) is required to keep a copy of the TOAR on file. If the Coast Guard

[1] Working group members present had direct experience with Designated Examiners who are employed by the same towing company as the mariner being assessed. In such cases, the company is an important partner in the professional development of both the DE and the mariner being assessed. However, because the regulations also allow for the possibility of "DEs for hire," the working group's recommendations do not assume that all DEs will be employed by the same towing company as the mariner being assessed.

has questions about the validity of a TOAR (e.g., Were the DE's signature or initials forged?), it can contact the DE directly and ask.

4) DE recordkeeping would provide no added benefit in the event of collusion between a DE and a mariner. (E.g., A DE who fraudulently signs a TOAR for a mariner who has not completed the specified assessments could also falsify any required recordkeeping on the assessments.)
5) No recordkeeping is required for individuals conducting STCW assessments.

Conclusions and Recommendations

Based on this discussion, the working group reached the following conclusions.

1) All parties (the Coast Guard, towing companies, mariners, DEs, the public) have an interest in ensuring the integrity of the towing vessel officer licensing system. The TOAR and associated assessments are an important part of that system.

2) The integrity and veracity of the DE (and, where the DE is employed by the same towing company as the mariner being assessed, of the towing company employing the DE) is important to the integrity of the towing officer assessment process.

3) While improved oversight of the assessment process is a legitimate Coast Guard/industry goal, DE documentation is not the most effective way to achieve that goal. DE documentation is not necessary to enable the Coast Guard to investigate suspected cases of mariner falsification of a TOAR, and DE documentation would not add value in cases of suspected collusion between a DE and a mariner.

4) Focusing on the character (i.e., integrity and veracity) of DE candidates is a better way to achieve the goal of ensuring the integrity of the towing officer assessment process.

To that end, the working group recommends:

1) That no new requirements for DE documentation of assessments conducted be instituted;

2) That the Coast Guard amend its procedures for reviewing and approving DE candidates to specify that "A Coast Guard, civil, or criminal record involving dishonesty or breach of trust may be grounds for denial of approval as a Designated Examiner."

3) That the Coast Guard develop a standard letter for approving candidates to serve as Designated Examiners that includes language clarifying the responsibility of the DE to carry out his or her responsibilities with integrity and truthfulness. The DE should be required to countersign the letter indicating his or her commitment to fulfilling this responsibility and maintain a signed copy of the letter for his or her records. An individual's authorization to serve as DE should only be considered valid if he or she has signed this attestation. A proposed sample letter is provided below.

Sample letter of approval for Designated Examiners:

Dear Captain NAME:

Your credentials have been evaluated and the Coast Guard has determined that you are qualified for recognition as a "Designated Examiner" for assessment of competence of candidates for towing vessel licenses.

Once you have signed and dated the attestation below, you are authorized to conduct assessments of individual competence and to sign a candidate's Towing Officer Assessment Record (TOAR) for the assessments noted in Enclosure (1). Until national assessment guidelines are developed, you may conduct these assessments using standard assessment criteria guided by company policy and industry practice.

As mariners must now demonstrate their competency in a host of areas to obtain a U.S. Coast Guard license or endorsement for service on towing vessels, the Coast Guard is placing a great deal of trust in your professional competence, judgment, integrity, and truthfulness.

In performing your function as a Designated Examiner, you may use only your signature or initials to indicate that you have personally witnessed the demonstration of skill or ability by the person being assessed and have found that individual, in your professional judgment, to be competent in the relevant criteria. This letter may be revoked if you sign or initial a statement attesting to an individual's competence without having personally witnessed a practical demonstration of the individual's skill or ability which, in your professional judgment, demonstrates competence in the specified function.

This approval is effective DATE 1 and expires DATE 2. If you wish to renew this approval you should be prepared to submit evidence of your continued ability to assess the competence of towing vessel personnel.

The Coast Guard greatly appreciates your willingness to serve as a Designated Examiner. This role is critical to maintaining high professional standards among U.S. towing vessel officers.

Sincerely,

AUTHORIZED REPRESENTATION, U.S. COAST GUARD

Not valid unless signed: I, NAME, understand and accept my responsibility to perform my duties as Designated Examiner with competence, judgment, integrity, and truthfulness.

SIGNATURE/DATE

The Towing Safety Advisory Committee (TSAC) accepted Task Statement # 03-01, *Regulatory Review of Travel Time for Towing Vessel Crewmembers.* TSAC assigned the tasking to the advisory committee's Regulatory Review Working Group that addressed the task by first examining a number of resources and existing regulations and policies governing crewmember travel/deadhead time.

Resources utilized by the working group included National Transportation Safety Board Report, NTSB/SR 99/01 entitled, *Evaluation of U.S. Department of Transportation Efforts in the 1990s to Address Operator Fatigue*; Coast Guard G-MOC Policy Letter 4-00 entitled, *Watchkeeping and Work-Hour Limitations on Towing Vessels, Offshore Supply Vessels (OSV) and Crew Boats Utilizing a Two Watch System*, based on governing statutes and regulations in Title 46 US Code; and, regulations governing various modes of transportation including (1) 14 CFR Part 121, Operating Requirements, Federal Aviation Administration, (2) 49 CFR Part 228, Hours of Service of Railroad Employees; Federal Railroad Administration, and (3) 49 CFR Part 395, Hours of Service of Drivers, Federal Motor Carrier Safety Administration.

As background, in 1989 the National Transportation Safety Board issued three general recommendations to the Department of Transportation (DOT) subsequent to investigating several accidents that involved operator fatigue. In addition to recommending an expedited and coordinated research program on the effects of fatigue and the dissemination of educational material, the NTSB further recommended "a review and upgrade of regulations governing hours of service for all transportation modes to ensure that they are consistent and that they incorporate the results of the latest research on fatigue and sleep issues." The purpose of the 1999 report was to provide an update on the activities and efforts of the Department of Transportation and modal administrations to address operator fatigue and the progress that was made in past years to implement the three intermodal and other fatigue-related recommendations. In its report, the NTSB reviewed DOT's response to the Safety Board's intermodal recommendations and despite the many statements made by the DOT about the importance of addressing fatigue in transportation, at that time only one of the three intermodal recommendations issued to the DOT in 1989 was fully implemented. According to the 1999 NTSB report, fatigue remained a significant causal factor in transportation accidents even though the Board issued the three intermodal recommendations in 1989 and the 70 subsequently issued fatigue-related recommendations.

Of interest to the working group was the limited reference in the report to the issue of travel time (deadheading) as a factor of the problem of

ENCLOSURE(4A)

fatigue. One such reference was noted in the NTSB's review of a proposed rule issued by the Federal Aviation Administration in 1995, as the NTSB looked favorably upon a provision in the proposal – "the elimination of the ability of carriers to schedule flight crewmember duty during scheduled rest periods, inclusion of standby reserve time, deadheading time (emphasis added), and all duties performed for the airline as duty time in the determination of flight and duty time requirements."

The NTSB report also highlights summaries of a multi-modal Fatigue Symposium sponsored by the Department of Transportation in 1995. With regard to hours of service and scheduling, the Rail Working Group identified deadheading (travel time) as a fatigue-producing problem. Travel time did not appear to be a topic of attention during the Symposium deliberations of either the Marine or Highway Working Groups.

The working group concluded that, in general terms, the NTSB report focused primarily on fatigue with little mention of travel/deadhead time as a contributing factor.

The working group continued its task with an in-depth review of current regulations governing travel/deadhead time in select modal entities, namely, aviation, railroad, motor carrier, and commercial waterborne transportation, as follows.

The working group reviewed the current Federal Aviation Administration regulations in 14 CFR Part 121, which are explicit with regard to hours of service, and discussed the travel time issue in conversations with airline industry associated personnel. The working group basically learned that travel time (deadhead time) is not considered duty, rest or flight time. In fact, travel time is considered "neutral time" by the aviation industry. However, the treatment of travel/deadhead time may be negotiated with individual airline companies. Nevertheless, 14 CFR 121 specifically states that *"time spent in deadhead transportation to or from duty assignment is not considered to be a part of a rest period."*

Further, in reviewing the current regulations in 49 CFR 228 pertaining to hours of service for railroad personnel, the working group found that the regulations are specific and govern the treatment of deadhead transportation, as follows: *"For purposes of this part, time on duty of an employee actually engaged in or connected with the movement of any train, including a holster, begins when he reports for duty and ends when he is finally released from duty, and includes...(4) time spent in deadhead transportation en route to a duty assignment...." The provision further states: "Time spent in deadhead transportation by an employee returning from duty to his point of final release may not be counted in computing time off duty or time on duty."*

The working group also examined travel time as it affects motor carrier/driver interface. The working group reviewed regulations governing the Federal Motor Carrier Safety Administration, applying to motor carriers and drivers. In addition to including maximum driving time for property carrying vehicles and for passenger carrying vehicles, the regulation, 49 CFR Part 395.1(j), contains two references to travel time, as follows: *"(1) When a property-carrying commercial motor vehicle driver at the direction of the motor carrier is traveling, but not driving or assuming any other responsibility to the carrier, such time must be counted as on-duty time unless the driver is afforded at least 10 consecutive hours off duty when arriving at destination, in which he/she must be considered off duty for the entire period. (2) When a passenger-carrying commercial motor vehicle driver at the direction of the motor carrier is traveling, but not driving or assuming any other responsibility to the carrier, such time must be counted as on-duty time unless the driver is afforded at least 8 consecutive hours off duty when arriving at destination, in which case he/she must be considered off duty for the entire period.*

Lastly, the working group reviewed G-MOC Policy Letter 4-00, Rev. 1 summarizing and clarifying work hour limitations and watchkeeping for licensed operators and other mariners on towing vessels, offshore supply vessels and crew boats utilizing a two-watch system. The policy letter defines travel time, as follows: *"Travel time to a vessel is considered to be neutral time as it is normally not considered to be rest, off-duty, or work time, but all relevant circumstances should be considered in evaluating whether a mariner complies with the applicable rest required by the STCW or off-duty requirements specified in 46 USC 8104(a). [Watches]"* The policy letter does not define off-duty. The policy letter further refers to a particular situation that has generated confusion and concern involving the requirement in 46 USC 8104(a), which states that an officer taking charge of the deck watch on a vessel leaving port must have a least 6 hours of off-duty time in the 12 hours immediately before leaving port. The policy letter goes on to say *that "While an owner/operator cannot be held accountable for the time a mariner has off, they are responsible for the time that an individual is on the dock or on the vessel while in port, and can be expected to verify that the individual has had an opportunity for rest regardless of where he/she has been prior to performing the assigned duties. The owner/operator cannot expect a mariner to participate in extensive preparations for getting underway and also be rested enough to take the navigation watch without providing an opportunity for the minimum off-duty time required by 46 USC 8104(a). Similarly, the mariner is responsible for arriving at the vessel properly rested."* The working has come to the determination that there does not appear to be any other reference to travel or deadhead time in statutes or regulations governing the protection and relief of merchant mariners.

4b

Draft 8/4/04

Crew Travel Time

Guidelines

August 2004

Compiled by the

Crew Alertness Subcommittee

of the

AWO Interregion Safety Committee

ENCLOS (4b)

This document is a list of travel time guidelines, as compiled by the AWO Interregion Safety Committee (ISC). It is intended to provide companies with ideas currently in use at various AWO member companies to increase crew alertness and mitigate the risks of crew fatigue that may be influenced by travel time practices. **The guidelines listed here do not necessarily constitute an exhaustive list of all potential safety practices that any particular company should undertake. Each company must determine for itself its own operational needs and range of safety measures necessary to protect its employees.**

Background

In fall 2003, the Regulatory Review Working Group of the Towing Safety Advisory Committee agreed to review travel time for towing vessel crewmembers. Specifically, it was tasked with a review of "current towing industry practice concerning travel time for crewmembers." One of the ISC's continuing safety priorities is Crew Alertness. The Crew Alertness Subcommittee agreed to compile a list of company practices that attempt to improve crew alertness and mitigate the risks of fatigue as a result of travel policies.

Method

Input was sought from both the Interregion Safety Committee and Coastal Safety Committee.

Conclusion

The Crew Alertness Subcommittee would like to thank the respondents for their input and is hopeful that this compilation will provide new ideas for companies to consider adding to their travel time practices.

Crew Alertness Subcommittee:
Chairman Tim Sizemore, MEMCO Barge Line
Bill Barr, Madison Coal & Supply Company
Dave Billo, Bunge Towing
Barry Boffone, Progressive Barge Line
Steve Brundrett, Canal Barge Company
Jack Buri, Crounse Corporation
Andy Cannava, American Commercial Barge Line
Bob Carlson, Material Service Corporation
Ed Chandler, Canal Barge Company
Matt Cottam, Bray Marine
Ken Davidson, American Commercial Barge Line
Tava Foret, Foret Enterprises
David Kelly, Kirby Corporation
Stan Knight, B&H Towing
Chuck McAllister, American River Transportation Company
Billy Reeves, Bunge Towing
Steve Steinbrink, Waxler Towing
Ron Wunderlich, American River Transportation Company

Crew Travel Time Guidelines

Practices to Reduce Travel Time

- Home Port (Match boats and crewmembers to a geographic area)
- Target geographic areas for recruiting crewmembers
- Supervised bunk rooms/laid up boats/hotel rooms near home port for reporting 24 hours prior to crew change
- Provide air/rail transport to vessel
- Charter airline flights
- Utilization of a crew change "window" (instead of set time/location) to optimize geographic location of change
- Require crewmember to have drivers license (to share driving duties)
- Provide van drivers (instead of crew driving themselves)

Policies

- Square schedule (minimize crew changes)
- Entire crew change
- Dedicated vessel crew
- Allow decision to stop vessel if captain determines a crewmember is not fit for duty that can be remedied by additional sleep (assess risk)
- Stipulate distance/time traveled before going on watch limitations
- Napping policy

Communication

- Notification from dispatch to port captain of crew change time requirements
- Educate crewmembers on sleep/fitness/wellness (crew endurance) issues
- Educate traffic/dispatch/operations on fitness issues/policies as relate to crewmembers
- Educate traffic/dispatch/operations on sleep/fitness/wellness (endurance) issues for their own benefit
- Emphasize fitness/wellness at home as well as on vessel
- Educate families on fitness/wellness issues (to reduce urgency of crewmember getting to the boat and/or home on little sleep)

Towing Safety Advisory Committee
September 29, 2004 Meeting
Washington, DC

A RESOLUTION

STATUTORY AUTHORITY FOR USCG TO REQUIRE BOAT OPERATOR PROOF OF PROFICIENCY

WHEREAS, the National Association of State Boating Law Administrators (NASBLA) has developed a Model Act on Mandatory Boating Safety Education, and

WHEREAS, 16 states have adopted the standards of the NASBLA Model Act and 27 states have adopted mandatory safety education laws that do not contain all of the elements of the aforementioned Model Act, and

WHEREAS, a few states have been reluctant to accept reciprocity with certain other states' laws with less stringent requirements on mandatory boating safety education,

NOW, THEREFORE, BE IT RESOLVED, that the Towing Safety Advisory Committee meeting at Washington, DC on 29 September 2004, does hereby advise the U.S. Coast Guard to seek statutory authority that would require that a boat operator, on waters subject to the jurisdiction of the United States, possess a certificate showing completion of an instructional course or its equivalent, which meets the NASBLA Standards on Boating Safety Education and the elements of the NASBLA Model Act.

ENCLOSURE(5)

Towing Safety Advisory Committee
Task Statement #03-02; Interim Report
September 29, 2004

Task #03-02 - Mariner Deaths during Nighttime Barge Operations

- Based on 2 separate investigations in 2000 by MSO - Baton Rouge
  - Fatalities involved crewmembers falling overboard at night
- Found 8 additional fall overboard fatalities in previous 4 years
  - Also during nighttime barge operations
- 7 specific Tasks assigned to Task #03-02
- Accepted by TSAC in Fall of 2003

Towing Safety Advisory Committee
Task Statement #03-02; Interim Report
September 29, 2004

Working group conducted search for previous works

- USCG "MISLE" database for years 1992-2003 - AWO Analysis
- USCG/AWO Quality Action Team 1996 report on crew fatalities
- AWO
  - Interregion Safety Safety Committee reports
  - S.A.F.E. Decks Program
  - Best Practices
- Mercer Management Consulting Crew Fatalities Study (1981-1990)
- Sought industry input

1) Study the MSU Baton Rouge cases and conduct an analysis of barge and towing vessel crew fatalities to determine the scope of the problem: how frequently do such fatalities occur at night, and do the cases share similar characteristics?

Is there a problem?

2 separate studies
- Over 50% of all fatalities involving falling overboard
- 57-59% occurred at night
- 1 in every 2 deckhands fatalities due to falls overboard
- Falls overboard fatalities involved all rivers
- Weather conditions good, routine tasks, vessel underway

Yes, we have a problem - "Don't drop the baby"

2) Consider the range of options to address the problem of nighttime crew fatalities, including the adequacy of lighting, other equipment, and work practices currently used during nighttime barge operations.

Currently in force:
- Best Practices
- Training Programs - use of public pools, retrieval,
- Barge construction techniques - painting schemes, walkways, tripping hazards
- AWO RCP requires Fall Overboard prevention
- Equipment - new style PFDs, Spectra lines, Safety cones, flashlights, etc

New ideas
- Reflective products - threads in lines, magnetic, clothing
- Electronic signaling device - sends signal to pilothouse

ENCLOSURE(6)

3) Consider different lighting schemes that can be used to assist crewmembers while walking on barges of different sizes, shapes, and drafts at night.

Working group looked at several options;

- Lighting on barges
- Lights in fleets
- Painting schemes -white/yellow boarders
- Current practices - searchlights

Problem

- Lighting on barges affects pilot night vision
- Items with reflective characteristics

5

4) Consider the benefits and disadvantages of the uses of various types of handheld wide-beam floodlights, headlamps, and other equipment used by crewmen during nighttime barge operations.

Working group determined:

- Tool of choice by deck crew - flashlight

Other equipment:

- Cones
- Barrier tape - personalized (Danger, Duck Pond Ahead, etc)
- Soft lines

5) Consider the benefits and disadvantages of using reflective paint on the decks of barges to highlight the barge boundaries.

Working group determined:

- Reflective paint reflects light back into pilothouse - not an option
- White/Yellow better options - in use in industry
- Possible use of items with reflective capabilities

6) Consider the benefits and disadvantages of the other measures or work practices to reduce the risk of nighttime fatalities during barge operations.

Working group determined:

- Better documentation - root cause, contributing causes
- Wearing PFDs mandatory - regulation
- AWO partner with industry to develop signaling device
- Additional "Best Practices"
- Reflective items show promise

USCG Investigation and Analysis group to drill deeper on fatalities for 1992-2003 data - report to working group.

Casual Event Analysis - Fatality Data from 1992-2003

Causal Event 3	Count	Percent
Caught/tripped in lines	3	1.4
Collision with object	1	0.5
Crushed between objects	8	3.7
Fall into water	87	40.6
Fall onto surface	10	4.7
Other	9	4.2
Struck by moving object	16	7.5
Tripped on object	7	3.3
Unknown	16	7.5
Vessel casualty	57	26.6
Total	214	100.0

Casual Event Analysis - Fatality Data from 1992-2003

Day/Night	Count	Percent
Day	47	40.9
Night	68	59.1
Total	115	100.0

Status Report of the TSAC Working Group on STCW Implementation

July 27, 2004

Re: Task Statement 04-02:
STCW Implementation for Coastal/Ocean Towing Vessels

The STCW Implementation Working Group met at the National Maritime Center in Arlington, Virginia on July 27, 2004. The working group was co-chaired by TSAC Chairman Jeffrey E. Parker and Jennifer Carpenter, American Waterway Operators. Meeting participants included representatives from the towing industry, training institutions and the U.S. Coast Guard. A list of participants is attached.

As explained in the task statement, the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, 1978 (STCW), as revised in 1995, made changes to the process of obtaining a license as Master or Mate of vessels over 200 gross tons. These changes include extensive new Coast Guard-approved training requirements, an assessment of competence in specified tasks, and sea service requirements. Most mariners who held licenses before 2001 have successfully transitioned into the new STCW system. However, mariners who have attempted to upgrade their existing credentials and continue working in the towing industry since STCW came into effect and those mariners that did not hold licenses prior to 2001 are facing difficulties in being able to continue "up the hawsepipe" and obtain the required STCW credentials. Because of the extensive STCW training requirements, mariners face significant challenges in being able to obtain the required STCW training while at the same time continuing to actively work in the towing industry. Therefore, mariners seeking new licenses and current license holders who wish to upgrade their licenses should be able to obtain the required STCW training in ways that are accessible to them and allow them to continue to work on vessels while advancing their careers.

In addressing this issue, the working group was tasked to develop ways to provide training that will be accessible to the working towing vessel mariner and meet Coast Guard standards for course approval; to consider the feasibility of distance learning, computer based training, and a modular approach to training and testing; and, to identify towing industry concerns regarding current STCW implementation. The following summarizes the findings of the working group at the July 27, 2004 meeting.

ENCLOSURE (A)

During initial discussions, it was generally noted that the presence and participation of operators, training institutions and the Coast Guard was conducive to meaningful dialogue to meet the needs of all parties concerned and to develop a training approach for mariners that would satisfactorily address STCW training requirements while allowing the mariner to earn a living. Noting that "one approach does not fit all" parties concerned, participants discussed the need for multiple ways to meet STCW required training criteria.

The Coast Guard outlined the basic requirements of the STCW that fundamentally changed the traditional way of doing business with regard to the licensing of mariners. The Coast Guard noted that the STCW requires a certificate of competency that is issued by the agency based on presented evidence. The Coast Guard determines a mariner's competency based on submitted evaluated evidence that includes medical requirements, sea-service requirements, and a new STCW requirement that the mariner undergo approved training and education and meet the standards of competence. Since the Coast Guard is ultimately responsible for issuing the certificate of competency, the validity of the evidence is important to the agency. Therefore, what is developed by TSAC must pass international muster. During discussions, the Coast Guard voiced some concern on the possible vehicles for approved training and education such as distance learning, such as the difference between learning and training and existing problems associated with verifying that the person using the web or computer-based training programs is actually the candidate for a license.

Prior to discussing options for approved training and education, participants first identified what is required of the mariner with regard to training and education under the STCW. Participants suggested that the mariner should have the knowledge and ability to stand a watch, navigate the vessel, handle emergencies, and to react to a safety situation.

What Is Required? Participants agreed:

- Mariners need to be trained in these areas: All training in competency areas for Officer in Charge of Navigational Watch (Column 2, Table A-II/1); for near coastal, same as ocean, except for celestial navigation and electronics, subjects that do not apply.

- Mariners must take the required exams.

- Mariners must be assessed for competence in the practical assessments.

Additional concerns/issues that must be addressed include:

- There is no distinction between less than and more than 200 gross tonnage (GRT).

- "Approved education and training" – scope and depth left up to each Administration to determine; Coast Guard requires same standard as that for an academy graduate.

- Two certificates are issued: one for the operational level (second mate) and one for management level (chief mate, master). Coast Guard opined that a mariner has a five-year time frame to earn his certificate -- from start of training to completion. Participants requested that the National Maritime Center clarify this opinion.

Options for Providing Training: Participants identified the following options for providing training:

1. Apprenticeship/blended system combining sea-time, distance learning, and onboard assessments. (It was noted that an apprenticeship program in itself is not a viable mechanism for training working mariners.)

2. Modular training for short segments of time and work in between.

3. Attendance at maritime academies (e.g., two-year program at New York Maritime) earning a degree and license. In addition, use of continuing education programs.

4. Mix of distance learning ("instructor in a box") plus approved training facility and onboard assessments.

Distance learning and simulator training are means of obtaining training under options 1-4.

Needs: Moreover, the following needs were identified:

- Identify courses that can be taught via distance learning.

- Means to waive exam requirements. Coast Guard stated that training must be overseen by independent QSS.

Facts/Aspects Pertaining to Various Suggested Options:

- Modular Classroom Training
  (a) "All in one option" (all training completed in one block of time).
    - Could be submitted for approval as a packaged program, but must include oversight of sea time, assessments, etc.
    - Alternatively, school submits each module or a set of modules for approval.
    - Really just a compressed approach to modular training (only requirement - no more than five years start to finish).
  (b) Modules completed over time, with sea time interspersed.

- Academic Option
    - Approved programs exist now (e.g., SUNY Maritime, union training schools).
    - More common for mariners launching career, not hawsepipers.

- Blended Option
    - Combination of traditional (classroom) instruction and distance learning.
    - Not all courses or parts of courses lend themselves to distance learning. These must be identified.
    - Of courses acceptable for distance learning, not all require same type of training (e.g. CBT versus web-based).
    - Training modules interspersed with sea time.

Action Items: A number of participants agreed to undertake the following projects (due September 14, 2004):

- Identify subjects conducive to distance learning and what type of distance learning..

- Identify approaches to credibility/verification of distance learning.

- Research United States Navy approach to STCW training.

- Explore role of community colleges in working with maritime training institutions.

- Identify research grant opportunities.

- Identify outstanding STCW concerns by August 27, 2004. E-mail to Diane Goncalves (dgoncalves@trans-inst.org) and Luke Harden (lharden@comdt.uscg.mil). This information will be used in preparing the fall TSAC meeting agenda for September 29, 2004.

Attachment

List of Participants

Luke Harden, U.S. Coast Guard
Roy Murphy, Kirby Corporation
Mitch Oakley, Paul Hall Center
Amy Brandt, American Waterway Operators
Capt. Ernie Fink, U.S. Coast Guard - NMC
John Bobb, U.S. Coast Guard - NMC
Jeff Parker, Allied Transportation
Jennifer Carpenter, American Waterway Operators
Diane Goncalves, Transportation Institute
Joe Kelly, Hannah Marine
Mike Blunt, Maritrans
Bill Image, Seagull
Guy Sorensen, Chesapeake Marine Training Institute
Tod Doane, Chesapeake Marine Training Institute
Jim Parry, Chesapeake Marine Training Institute

Towing Safety Advisory Committee

Chesapeake Marine Training Institute

Action Item Input

- **Identify subjects conducive to distance learning and what type of distance learning**

  Any type of knowledge may be obtained through the use of distance learning for some students. Ability and motivation are key ingredients to the success of the distance learner. Some of the current "hawse pipe" mariners have obtained their licenses through a distance learning of sorts. They bought the reference material and studied for the USCG exams on their own. Others blended this approach with the services offered by maritime vocational schools. While most mariners rely on some type of professional training to pass the USCG exam, there are those that have done it on their own.

  The STCW requirements are indeed a different approach utilizing skill assessments rather than attempting to solely gauge proficiency through the use of examination. The shift from testing to assessments is a growing trend in many educational systems.

  The combination of self-study for basic knowledge, classroom instruction for those subjects individual students have trouble grasping, assessments and examination should produce an acceptable knowledge and skill level.

  Concur with the Seagull list as a basic starting point for CBT.

- **Identify approaches to credibility/verification of distance learning**

  As an alternative to self-study, an expansion of the existing training network could be accomplished. Maritime transportation companies could team with a STCW training provider and manage the self-study process to ensure students completed the required hours of study. The AWO could possibly audit the company's self-study training via the Responsible Carrier Program.

  The current community college distance learning networks may not efficiently support maritime training distribution. Self-study requirements for general subjects do not require a 100% ID certification of hours expended on a given subject. While numerous classroom sites can be conducted simultaneously, mariners are most likely not as wide spread (many have settled near their

ENCLOSURE(78)

employer's coastal location) as students studying subjects such as accounting or education. Thus travel and lodging requirements are not as big a problem. Once again the 100% ID requirement is in excess of traditional distance learning programs.

- **Research United States Navy approach to STCW training**

CMTI found the following article

OS 'A' School Pilots New Program
Story Number: NNS040824-11
Release Date: 8/24/2004 4:03:00 PM

By Carolyn Anderson, Naval Personnel Development Command Public Affairs

VIRGINIA BEACH, Va. (NNS) -- The Operations Specialist (OS) 'A' school took a new approach to training June 21, with the introduction of a blended learning curriculum. The pilot program, currently being tested by 50 non-rated Sailors, is designed to allow students to progress through the course at their own pace, and reduce the costs associated with training by reducing the overall time to train.

With the new curriculum design, students complete interactive, computer-based modules at their own pace with facilitator interaction, and then take self assessment tests to identify areas requiring further study or review. The program incorporates streaming video, photos, graphs, and questions and answers in combination with hands on lab projects.

"This style of learning helps us a great deal, allowing us to work at our own pace. The best parts are the self assessment tests. They highlight our strong points and weak points and allow us to go back and study longer on the weak ones," said OS A school pilot student Demetrius Thomas. "It allows you to build your confidence in what you have learned before moving on to the post test."

Traditionally, the course was delivered over 10 weeks, but with the new curriculum, school leaders expect to reduce that time to train by at least a couple weeks, because self learners can progress through the material without being tied into the rest of the class. This gives instructors more time to focus on those students who learn best through instructor interaction.

"This is an excellent opportunity to incorporate the science of learning and use state of the art training technology and learning methodologies, to better prepare apprentice level OSs for their duties in the Combat Information Centers and Combat Direction Centers in the fleet," said OS A school Training Department Head Cmdr. Gerald Roxbury. "This is all about giving our Sailors the tools and

opportunities to excel; to put the right Sailors in the right jobs, with the right training."

To learn more about the new Operation Specialist A school, log onto the Center for Surface Combat Systems page on Navy Knowledge Online at www.nko.navy.mil.

For related news, visit the Naval Personnel Development Command/Task Force EXCEL Navy NewsStand page at www.news.navy.mil/local/tfe.

The Navy Knowledge system is modeled after the US Army Knowledge Management system. Both are provided by Appian. They appear to be a site for learning resources but there is no 100 % ID requirement to track who is completing training hours.

- **Explore role of community colleges in working with maritime training institutions**

  There are numerous Community Colleges with a wide variety of maritime training programs. In most instances they conduct the training in house. CMTI has partnered with Rappahannock Community College to market its products. The program falls under wokforce /community development initiatives and is not for college credit. Teaching and certification are completed with CMTI staff and facilities. Thus far there have been no tuition assistance opportunities identified from this partnership.

  The use of education distribution facilities/ technologies of the community college system offers some promise but the tracking of educational hours for STCW makes it a harder fit.

  State university systems also provide full-fledged maritime education such as NY, Massachusetts, Texas, California and Maine.

- **Identify research grant opportunities**

  Existing programs receiving outside funding have been supported by State funds. Louisiana, for example, heavily subsidizes maritime industry training for its incumbent workers. While some this money comes from Federal budgets, workforce related programs are generally administered by state governments.

TOWING SAFETY ADVISORY COMMITTEE (TSAC)
TASK STATEMENT

Task #04-03

I. TASK TITLE

Inspection of Towing Vessels

II. BACKGROUND

Section 415 of the Coast Guard and Maritime Transportation Act of 2004 (P.L. 108-293) adds towing vessels to the list of vessels subject to inspection under section 3301 of Title 46, U.S. Code, and provides that "The Secretary [of Homeland Security] may establish by regulation a safety management system appropriate for the characteristics, methods, and nature of service of towing vessels." This legislation was drafted by the Coast Guard and proposed by the Department of Homeland Security to enhance safety, security, and environmental protection in the tugboat, towboat, and barge industry, the largest segment of the U.S. domestic maritime industry. It was signed into law on August 9, 2004.

III. PROBLEM STATEMENT

There are more than 4,300 towing vessels in the United States. Analyses of Coast Guard casualty data have consistently indicated that a large majority of towing vessel casualties are caused by human error, either on the vessel or on shore. This is true in other segments of the maritime industry as well. However, traditional Coast Guard inspection programs have focused largely on the material condition of vessels. The Coast Guard believes that a towing vessel inspection program will be most effective in improving industry safety performance if it is targeted to address the actual causes of towing vessel casualties.

In 2000, the National Transportation Safety Board recommended that the Coast Guard seek statutory authority to require towing companies to develop and implement safety management systems. Examples of safety management systems include the International Safety Management (ISM) Code and the American Waterways Operators (AWO) Responsible Carrier Program. However, most towing vessels are not subject to mandatory compliance with the ISM Code, and compliance with the Responsible Carrier Program is not required for towing companies that do not belong to AWO. The Coast Guard believes that establishing an inspection program for towing vessels centered on the requirement for a safety management system is the most effective way to target the causes of towing industry casualties and improve safety, security, and environmental protection throughout the industry.

ENCLOSURE(8)

A

TOWING SAFETY ADVISORY COMMITTEE

PROPOSED TASK STATEMENT

Task #04-___

I. TASK TITLE

Regulatory Review of Proposal to Establish a Clear, Uniform and Transparent Towing Vessel Horsepower Regulatory Standard.

II. BACKGROUND

In September 2004 Congress passed the Coast Guard and Maritime Safety Act of 2004.
Section 415(a) of that Act Amends Section 3301 of Title 46, United States Code, by adding towing vessels to the list of 14 other classes of vessels inspected by the Coast Guard.
The Coast Guard must draft under provisions of the Administrative Procedures Act to implement this legislative mandate.

III. PROBLEM STATEMENT

Background: The Gulf Coast Mariners Association (GCMA) Towing Horsepower Committee Submitted GCMA Report #R-400 dealing with Towing Vessel Horsepower after one of its members presented a report titled Oversize and Overloaded Tows (GCMA Report #391) at the TSAC Spring 2004. R-400 was distributed to TSAC in advance of its Fall 2004 meeting.

Both reports (R-391 & R-400) provide factual background material discussing various aspects of the horsepower problem.

TSAC previously addressed the problem in 1994-95. Report #R-400, pages 7 through 16 reproduce the original TSAC report and offer comments by experienced mariners of the GCMA Towing Horsepower Committee for consideration by TSAC.

Scope: The scope of this Task would be limited to…:
1. Determining a satisfactory, uniform, and transparent method of reporting vessel horsepower to the Coast Guard for formal inclusion on each towing vessel's Certificate of Inspection or equivalent document. Such horsepower figures could be based on published engine manufacturer brake horsepower ratings and specify the maximum operational RPM of each main propulsion engine.
2. Require any subsequent engine modification that increases or reduces the horsepower of a propulsion engine be reported to the Coast Guard as a routine part of administering the inspection process.
3. All horsepower ratings reported to private publications or trade journal and available to vessel operating personnel should reflect the same official measurements reported to the Coast Guard.
4. In light of existing "inaccuracies" that have had tragic and fatal consequences (e.g., Queen Isabella Causeway Collapse as documented) the requirements for horsepower ratings should be specified by regulation rather than NVIC, Policy Letter or other lesser document.

IV. TASK

1. Review the Coast Guard Statement contained in the portion of GCMA Report #R-400 titled "How the Coast Guard Measures Horsepower." (Pages 5 & 6)
2. Review the Petition that GCMA submitted to the Coast Guard on May 28, 2004 (R-400, Pages 6 & 7).

ENCLOSURE (9A)

3. Formally advise the Coast Guard as based upon your deliberations.

V. ESTIMATED TIME TO COMPLETE TASK:
The Working Group should provide a report at the _____TSAC meeting so that this may be considered by the task force working on the legislative mandate for towing vessel regulations.

VI. COAST GUARD TECHNICAL REPRESENTATIVES
G-MSO; USCG Marine Safety Center

VII. TSAC CONTACT:
As designated by the TSAC Chairman.

B

TOWING SAFETY ADVISORY COMMITTEE

PROPOSED TASK STATEMENT

Task #04-___

I. TASK TITLE

Create a 2004 Revised TSAC Report on Towing Vessel Horsepower.

II. BACKGROUND

In 1995, the Towing Safety Advisory Committee adopted the report of their "Towing Horsepower Task Group." The report is included in its entirety in GCMA Report #R-400, pages 7 through 16 as furnished to TSAC.

This report has not been revised or formally reconsidered by TSAC in the past decade.

III. PROBLEM STATEMENT

In light of the high number of bridge allisions, groundings and other reportable accidents during the past decade, the public deserves and legislators may reasonably require in the future an informed re-evaluation of the criteria for horsepower and maneuverability of certain towing vessels.

The Gulf Coast Mariners Association (GCMA) Towing Horsepower Committee of experienced mariners submitted GCMA Report #R-400 and added "GCMA 2004 Comments" to the text of the earlier report. These comments were drafted for possible TSAC consideration.

The Committee is invited to consider the GCMA mariner comments along with any other comments. These comments were based upon 2004 considerations and are so identified in #R-400.

Scope: The scope of this Task would be limited to...:

1. Determine whether the task is necessary, suitable, timely or even desirable.
2. If none of the above, does TSAC have a position as to whether the existing 1994-95 report is still valid or not as originally written?
3. Does TSAC have the necessary resources to prepare a new or revised report?
4. Consider whether the past methodology is suitable for a new or revised report.

Observed shortcomings of the existing report: Using previous methodology, questionnaire response was limited to about 30 towing companies out of several hundred companies queried. Attempts to obtain returns of completed questionnaires from towing companies were not rewarded with success. The returned questionnaires were cited as being from predominantly large companies with few if any responses from small companies. The Coast Guard and Corps of Engineers cites between 1,100 and 1,300 towing entities listed in public data bases. The 1994-95 TSAC report did not reflect input from small towing companies or licensed mariners. The previous report did not appear to consider channel maintenance questions and input from the U.S. Army Corps of Engineers and USCG Aids to Navigation (maintenance) teams.

IV. TASK

1. Review the 1994-95 TSAC Report.
2. Draft necessary changes.

ENCLOSURE(2B)

3. Advise the Coast Guard by publishing a new or updated report.

V. ESTIMATED TIME TO COMPLETE TASK:
The Working Group should provide an interim report at the _____TSAC meeting and a final report at the _____TSAC meeting.

VI. COAST GUARD TECHNICAL REPRESENTATIVES

VII. TSAC CONTACT:
As designated by the TSAC Chairman.

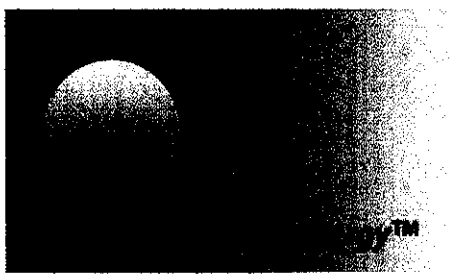
Sun-Up Products, Inc.

PHOTOLUMINESCENT PRODUCTS AND CONSULTING SERVICES

Presentation to Towing Safety Advisory Committee

Washington, D.C.

29 September, 2004



ENCLOSURE(10)

KEY ISSUE: BARGE LIGHTING

Problem: Poor lighting results in:

- Accidents with recreational boats unable to see barges and tugboats in darkness
- Crewmen injured/killed due to poor on-deck barge lighting
- Most crewmen deaths happen at night

SOLUTION: SUN-UP PHOTOLUMINESCENCE

- Visible in darkness for over 12 hours; luminescence can exceed 50 hours without light
- Low cost to implement and maintain
- Rechargeable for years by any light source (UV provides best results)
- Above and below water applications
- Multiple and custom-designed product applications

SPECIFIC BARGE APPLICATION #1

- Improve nighttime visibility to boaters:
  - Portable photoluminescent lighting devices to be placed on barge deck
  - Photoluminescent paint on barge sides
  - Photoluminescent lighting on tugboats and towing cables

SPECIFIC BARGE APPLICATION #2

- Improve On-Deck Lighting:
  - Photoluminescent lights strategically placed to light up decks
  - Photoluminescent materials applied to deck surfaces, gauges, machinery, etc.

BENEFITS TO BARGE & TUGBOAT OWNERS and RECREATIONAL BOATERS

- Low cost and easy to maintain
- Devices are portable and lightweight
- Rechargeable for years by exposure to any light source (UV for best results)
- Fewer accidents, fatalities, injuries and lawsuits
- Crewpersons and boat operators have better vision in darkness

SUN-UP PHOTOLUMINESCENT OPPORTUNITIES

- Broad array of product applications support:
  - Law Enforcement
  - Risk Management & Accident Prevention
  - Marine Navigation
  - Above and Below Water Functions
  - Boating and Marine Safety

Lifesaving Equipment

for

Towboats

Towing Safety Advisory Committee

29 September 2004

Coast Guard Headquarters, Washington, DC

Presented by: Captain Larry Brudnicki

"We will transform our Coast Guard to meet the demands of the 21st Century...

...Leveraging emerging technology will be critical to ensuring a safe and efficient maritime transportation system ...

...Aggressively reinforce our stewardship of the public trust..."

Admiral Thomas H. Collins
Commandant, United States Coast Guard

INDUSTRY OPERATORS

Towing

Safety

Advisory Committee

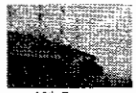
Coast Guard

Coast Guard Strategic Goals

1. **Safety:** Reduce the number of deaths, injuries and property damage associated with maritime transportation.
2. **Mobility:** Facilitate maritime commercial and reduce the impediments to economical movement of goods & people
3.
4.
5.

- **History:** How did we get here?
- **Status Quo:** Where is here?
- **Improvements or Impediments:** Where do we want to go?

18th Century



19th Century

20th Century

21st Century

ENCLOSURE(1)

Commercial Towing Fatalities

USCG Proceedings
Vol. 59 #2 of 2002
"...the majority of towing vessel crew fatalities resulted from falling overboard during during routine operations..."

"Falls overboard from barges and towboats have accounted for the majority of crew deaths in the past 10 years." Paul Pluta, Rear Admiral, USCG

Drowning Time

- A person can drown in less than **60 seconds**
- In **cold water**, a good swimmer can submerge in less than **3 minutes**
- Response time for vessels restricted in their ability to maneuver?

HYPOTERMIA

- Lowers body core temperature

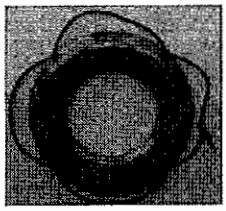
COLD SHOCK:

- Sudden Immersion in cold water
- Involuntary Gasp Reaction
- Leaves PIWs lungs under inflated – less buoyant

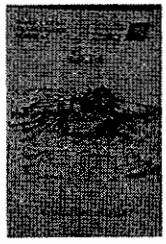
Rapid Response

Rapid response tool capable of delivering buoyancy to the PIW will extend their survival window allowing more time to execute an effective rescue.

Ring Buoy



US Coast Guard

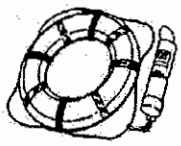


Does NOT use Life Ring as a Recovery Tool

- Lack of reach
- Potential Injury

- Deploy Heaving Lines for MOB Recoveries

The Ring-Buoy



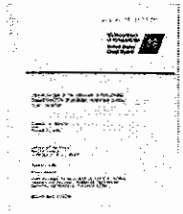
Typical Ring Buoy with Strobe

Due to the risk of injury, **both the US Navy and US Coast Guard blue jackets manuals, instruct crewmembers to "*DROP*" the device over the side during man a overboard evolution.**

Coast Guard Report

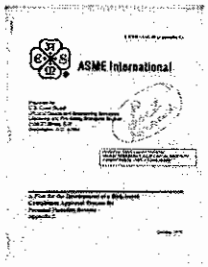
An Evaluation of Rough Water Performance Characteristics of PFDs

Buoyancy



- **7.5 lbs is Sufficient to keep a PIW afloat**
- **10 lbs is necessary for "adequate breath control"**
- **12.5 lbs is Optimal**
- **Very small improvement with increased buoyancy**

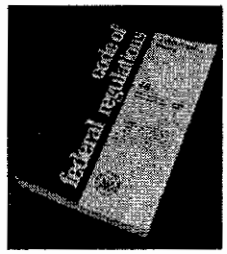
1998 ASME Analysis for USCG Compliance Approval Process for PFDs



Key Findings

- **Inability to take advantage of superior performance in one area, if it causes the design to fall a little short in another;**
- **Lack of reliability assessment for various kinds of PFDs;**
- **Lack of detailed assessment of human factors;**
- **Inability to efficiently consider new and novel approaches to drowning prevention;**
- **Perhaps lack of consistent level of risk between different types of PFDs and**
- **Lack of overall assessment of risk.**

Designed Based Regulations

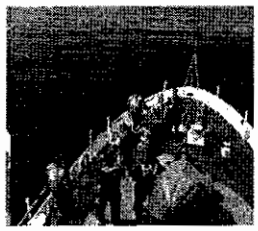


- **16.5 pounds of Buoyancy**
- **Orange**
- **20, 24 or 30 inch diameter**
- **etc.**

Design - Based Regulations

vs

Performance - Based Regulations



Impediments to Innovative Technology

Ideal characteristics of throwable/retrieval device

(Performance – Based Specifications)

- Reach
- Buoyancy
- Rapid Deployment
- Re-Deployment
- Non-injurious
- Simplicity
- Portability
- Wind Penetration

Harvard University
Kennedy School of Business
RRP – 03 Study 2003

- Government
- Industry
- Academia

21st Century
Performance Based Regulations

Innovative 21st Century Technology

• Personal Retriever	vs	Ling Ring
• Laser Flare	vs	Flare (pyrotechnics)
• Jason's Cradle	vs	Jacob's Ladder
• Stormy Seas Life Vest	vs	Life Jacket
• Phosphorescent Paint	vs	Reflective Tape
• One ounce Light	vs	Strobe Light
• Etc.		

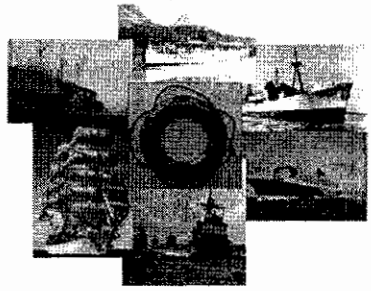
"We will transform our Coast Guard to meet the demands of the 21st Century…

…Leveraging emerging technology will be critical to ensuring a safe and efficient maritime transportation system …

Aggressively reinforce our stewardship of the public trust…

Admiral Thomas H. Collins
Commandant, United States Coast Guard

From Sail to Steam & Beyond



9/29/04 TSAC Action Items

- TSAC unanimously approved the report of the Licensing Implementation Working Group on Record-keeping for Designated Examiners. The report, which closes out task #04-01, is TSAC Recommendation # 126. **(J. Carpenter, lead)**

- TSAC agreed to submit comments by November 16, 2004, on the temporary final rule adding ammonium nitrate to the list of Certain Dangerous Cargoes. TSAC's comments will recommend that the Coast Guard harmonize the requirements for reporting to the National Vessel Movement Center and the Inland River Vessel Movement Center, and that vessel operators be required to comply with a vessel security plan only when actually carrying or moving ammonium nitrate. Jennifer Carpenter will share draft comments with TSAC members for review by November 1. **(J. Carpenter, lead)**

- The Working Group on Regulatory Review of Travel Time for Towing Vessel Crewmembers will prepare a final report for TSAC approval at the spring 2005 TSAC meeting. The working group may hold another meeting before finalizing its report to TSAC. **(M. Munoz, lead)**

- TSAC unanimously approved Recommendation #127 calling on the Coast Guard to seek statutory authority to require recreational boaters to have completed a boating safety education course that meets standards established by the National Association of State Boating Law Administrators. **(C. Hammond, lead)**

- The Working Group on Mariner Deaths During Nighttime Barge Operations will prepare a final report for TSAC approval at the spring 2005 TSAC meeting. The working group may hold another meeting before finalizing its report to TSAC. **(S. Zeringue, lead)**

- The TSAC Working Group on STCW Implementation for Coastal/Ocean Towing Vessels will continue its work and plan to hold another meeting before the spring 2005 TSAC meeting. **(J. Daley and D. Goncalves, lead)**

- TSAC unanimously accepted Task #04-03 on Inspection of Towing Vessels. The Towing Vessel Inspection Working Group will hold its first meeting this fall. **(J. Parker, lead)**

- TSAC's Assistant Executive Director will draft a memo to G-MSE-3 and G-MOA-1 asking those offices to review documents related to towing vessel horsepower submitted by the Gulf Coast Mariners Association and determine whether they wish to sponsor a task statement to TSAC on the subject. If the Coast Guard decides that a TSAC tasking is appropriate, it should consider the option of including such a task among the subject matter to be addressed by the Towing Vessel Inspection Working Group. **(G. Miante, lead)**

ENCLOSURE(2)

- TSAC expressed appreciation for the presentation on lifesaving equipment made by Capt. Larry Brudnicki, USCG Ret., and agreed to consider opportunities to incorporate Captain Brudnicki's recommendations in its ongoing work on Mariner Deaths During Nighttime Barge Operations and Towing Vessel Inspection. **(S. Zeringue and J. Parker, lead)**

- The next meeting of TSAC is tentatively scheduled for March 15-16, 2005, at Coast Guard Headquarters. **(J. Parker and G. Miante, lead)**